

240494

JACK QUINN

27TH DISTRICT, NEW YORK

COMMITTEES:

TRANSPORTATION AND INFRASTRUCTURE
CHAIRMAN, SUBCOMMITTEE ON RAILROADS
SUBCOMMITTEE ON AVIATION
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT

VETERANS' AFFAIRS
SUBCOMMITTEE ON BENEFITS

CHAIRMAN, NORTHEAST MIDWEST COALITION
CHAIRMAN, STEEL CAUCUS EXECUTIVE COMMITTEE
CO-CHAIR, NORTHERN BORDER CAUCUS



Congress of the United States

House of Representatives
Washington, D.C. 20515-3230

PLEASE RESPOND TO:

WASHINGTON OFFICE:

□ 2448 RAYBURN BUILDING
WASHINGTON, DC 20515
(202) 225-3306
FAX: (202) 226-0347

BUFFALO OFFICE:

□ 403 MAIN STREET
SUITE 240
BUFFALO, NY 14203-2199
(716) 845-5257
FAX: (716) 847-0323

JAMESTOWN OFFICE:

□ PO Box 908
FEDERAL BUILDING
JAMESTOWN, NY 14702-0908
(716) 484-0252
FAX: (716) 484-8178

May 4, 2004

Docket Management Facility
(USCG-2003-14472 and MARAD-2003-15121)
U.S. Department of Transportation
Room PL-401
400 7th Street, SW
Washington, DC 20590-0001

4366-03-14472-53

marad-03-15121-46

515
NOLB

Dear Madam/Sir:

I am writing to provide comments on the Notice of Proposed Rulemaking regarding "Lease Financing for Vessels Engaged in the Coastwise Trade." As you know, Lake Erie and Lake Superior provide critical shipping access for businesses located in New York.

While I understand the thesis of the proposed rulemaking is to close perceived loopholes in the documentation and lease financing of vessels engaged in coastwise trade in the United States, I encourage you to carefully consider potential adverse economic results should the rulemaking be too broad or have unintended consequences beyond its narrow intent.

For example, Lafarge is the largest manufacturer of cement and construction materials in the United States with over 10,000 employees at dozens of plants, shipping terminals and other facilities throughout the country. More importantly, Lafarge North America has a substantial manufacturing presence in the State of New York, including a large shipping terminal in Buffalo.

Shipping via the Great Lakes is vital to the economic strength of Lafarge's New York facilities (as well to its numerous other terminals in Ohio and around the Great Lakes). This method of transportation remains the most economical choice for shipping tens of thousands of tons of bulk cement as well as raw materials. It is my understanding from Lafarge that this rule making process could threaten the economic viability of these operations and the jobs they represent.

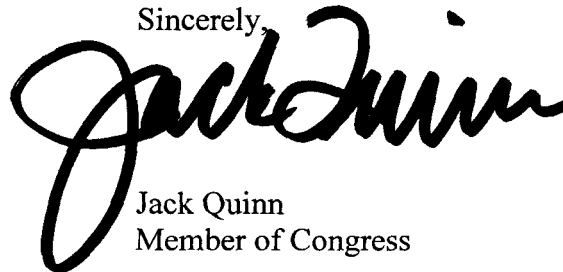


I encourage you to honor the existing 12106(e) transactions and create a framework that ensures the protection of those companies that are operating in accordance with the current rules and regulations. The second rulemaking efforts should be redirected along these lines and brought to a prompt conclusion.

I respectfully request your careful consideration of Lafarge's comments to the proposed rulemaking. In the coming years, our State will undertake numerous significant growth construction projects, from highways and bridges, to schools and public works projects. It is imperative that we do all that we can to ensure the economic well-being of New York manufacturing facilities and the jobs they represent.

Thank you for your time and attention to this matter.

Sincerely,

A large, stylized handwritten signature in black ink that reads "Jack Quinn". The signature is written in a cursive style with a large, looping "J" and "Q".

Jack Quinn
Member of Congress